

HARVARD OUTROWS YALE

fact that all but one of the men in the Yale launch sat behind the engine during the race indicated the dissatisfaction with the methods that have prevailed at New Haven.

It was a happy crowd that left for Boston after the victory. The special trains were packed with the Harvard and Yale crews, and the windows of the Harvard train were decorated with flags.

When the multitude had gone New London lapsed into its usual slumber, though the shopkeepers stayed up later than usual counting their receipts of an eventful day.

CROWDS EARLY ON THE SCENE. Special trains from Boston and various parts of New England rolled in here early, bringing thousands of Yale and Harvard supporters. The Yale train, which came from New York last night, the railroad station was a jam when the two observation trains, one from the New Haven and the other from the Central Vermont road, were ready for passengers. The flatcars were protected from the sun's rays with canvas awnings and the seats were covered with cushions that the accommodations afforded sublime comfort.

The freshmen crews were ordered to the starting docks within 100 yards of the Yale and Harvard observation trains. When the oarsmen came down the river in their respective launches and scrambled into their boats the water seemed comparatively smooth. For two miles each side of the course were steam and sailing yachts, revenue cutters, motor boats, tug, big passenger steamers and the cruise ship, Dolphin, lying in the water.

The Blue and the Crimson of Harvard were seen in profusion everywhere. The sun was in a blaze as it steadily approached the zenith. The Yale launch was in the lead, followed by the Harvard launch, which was slightly ahead of the Yale launch.

ATWOOD FOLLOWS RACKERS. "Look at the flying machine!" cried hundreds just then, and with whirling propellers Atwood's biplane came sweeping into view, flying over the water and above the surface of the river and for a moment the spectators forgot all about the race. The aviator circled over the observation trains, crossing the river again and again, and then he came down so that he could look squarely into the competing shells.

Like a huge bird he flew back and forth while men and women gazed in amazement. This excitement over a glance at the crews found Harvard leading by four lengths opposite the navy yard, when two miles had been rowed. At that time the Yale launch was in the lead, but a time was 1:17 and the New Haven shell was so badly outbalanced that somebody was cruel enough to say that the Yale freshmen were in the morning.

Harvard was pulling a clean cut stroke of 32 at that period of the race and Yale was satisfied with 35. Yale was making more than a hopeless, stern chase, and once the Harvard coxswain actually looked behind him. That was rubbing it in with a vengeance, but it was Harvard's doing.

The head of the fleet had been reached now and several sirens waited a welcome to the Crimson eight. Cannon boomed too, but it was a waste of powder, for the Harvard men needed no such encouragement.

Atwood swooped down just then and passed over the Cambridge launch at reduced speed. The next moment he landed on the power boat, and the Cambridge launch was pulled down by a cloudlet. The time of the Crimson crew at the two and a half mile mark was 1:49, with Yale nearly eight lengths in the rear.

It isn't boat race," remarked an old Harvard oarsman jocularly. "It's a funeral." Three miles had been rowed when Harvard showed a third stroke. The leading crew's time was 1:57 and the Yale had been increased to eleven strokes.

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The statistics of these crews follow:

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